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17 NOV 1970

MEMORANDUM FOR: Acting Deputy Director for Support

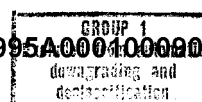
SUBJECT : Follow-up on the Secretary of Transportation's  
Response to the DCI's Letter of 21 July 1970,  
Regarding Land Use Permit

1. This memorandum is for your information only.

2. Office of Logistics representatives have taken steps to assist in setting the metes and bounds of the requested land adjacent to the West Parking Lot. On 16 October, [ ] DC/RE&CD, [ ] C/SM&FB/LSD, and [ ] HEB/RE&CD, conducted an on-site examination of the requested land. In direct line with the southern boundry of the Headquarters site, approximately 250 feet west into the Fairbank Highway Research Station (FHRS) property and 50 feet short of the FHRS roadway, a base stake was driven into the ground. The outline of the desired piece of land was traversed, and it was determined that no trees would have to be removed. On a call later that day by [ ] to Flory J. Tamanini, Director, Research and Development, Federal Highway Administration, the latter advised that our fence line parallel to the FHRS road could come to within 40 feet of the roadway.

3. On 20 October, [ ] with Mr. Henry Gorschboth and Mr. Keith Wilson of FHRS reviewed three plans which [ ] had developed and they staked out one of these which included 2.51 acres and carried the western fence line parallel to and 50 feet from the FHRS roadway. This plan reached to the southwest gate of the West Parking Lot; all fences would be at least 12 feet from any tree. The plan was taken to Mr. Tamanini for his approval by Mr. Wilson.

4. On 21 October, Mr. Wilson phoned [ ] stating that Mr. Tamanini had changed his mind and decided that there must be at least a 95 foot clearance between the roadway and the nearest Agency fence line. No reason was offered as to why Mr. Tamanini had changed his stand. Mr. [ ] drafted a new plan based upon the 95 foot position. The 95 foot line runs near a group of nine trees but none will have to be removed. The original Agency request included 2.8 acres; this latter plan included only 2.3 acres. There would be 12 feet between the corner of the vehicle hard surface stand and the fence line paralleling the roadway.



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5. On reviewing this final position, it was recognized that no ill effects would result from the adjusted fence line location. The stand for the official vehicles can remain as planned, and there is sufficient room for the necessary landscaping. There is also sufficient space for adjusting the land contours to relocate the open drainage area which currently runs across a part of what would become the parking area. A copy of the new plan is attached. This sketch also includes the original suggested fence line in red. After Mr. [redacted] Chief, Building Planning Staff, OL, reached these determinations, Mr. Wilson was advised by [redacted] on 2 November 1970, that the fence line 95 feet from the FHRS roadway was acceptable to CIA. FHRS has since that time arranged for GSA to set the metes and bounds.

Signed: John F. Blake

**John F. Blake**  
**Director of Logistics**

**Att**

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OL/BPS: [redacted] (16 Nov 70)

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